









## MANILA.

[FROM A SPECIAL CORRESPONDENT.]

## THE PHILIPPINE CIVIL SERVICE.

Manila, 22nd July.

Work is so well advanced toward the establishment of a civil service system for the Philippines as to make possible at this time a forecast of what that system will be when the new government shall get into full operation. The framework devised represents the sum of experience elsewhere, modified by local conditions or adapted to them. There was nothing to undo in the beginning. No civil service existed, and rules had to provide for a government wholly new. They seem certainly to have been logically framed, for the merit plan on which they are based is so comprehensive that it will include nearly every civil position in the islands. A person entering the service in low grade may learn the branch of his choice as he would a business, his advancement depending on the diligence and ability shown in the discharge of his duties. One of the Commissioners visited India and China, to study the colonial and customs services respectively in those countries. Another is an expert in the United States system. The third, about to retire from the Board, is the ablest lawyer in the Philippines, and is Chief Justice of the Supreme Court. They do not profess that it is yet a perfect scheme, but they stand by it as the best they could devise, and they are willing to be judged by its operation.

Out of several thousand applicants examined, about 900 have succeeded in getting their names on the eligible list. Admission to that list is conditioned on an average marking of 70 per cent. on the subjects of examination. When the service shall be fully organized it will employ in round numbers 5,000 persons. All of the offices of the central government except the highest, all the provincial offices except those of Governor and Attorney and all the municipal offices which are not elective will be filled by civil service regulation, applied in one form or another. Education and character will be the tests, and natives will be encouraged as far as possible to equip themselves for public service. To this end it is not unlikely that when the higher public schools shall be organized, provision will be made, through elective studies or otherwise, for training in lines adapted to practical use in the civil service of the islands. Native aptitude for penmanship, for book-keeping, for drawing and for other work requiring deft fingers can be helped in the schools, so that graduates who may have elected a course preparatory for public service, will find positions ready for them at the start, with chances of advancement according to the way they acquire themselves.

## AMERICANS AND NATIVES.

It is assumed by the Commission that Americans will not in large numbers seek positions which natives may be qualified to occupy. Just now many Americans wish to remain in the island, but the great majority of them are looking for something beyond clerical places in the civil service. Volunteers who think they see business chances ahead, but who have not the money to take advantage of them, are seeking positions in the civil service to help them through. They will leave the service as soon as they think they need it no longer. Others are going into it simply because they cannot now think of anything better. The average American who can fill creditably a position here could do as well at home. Living as Americans wish to live is quite as costly as in the United States. It is particularly expensive in Manila. The natural longing for home which men feel after the novelty of tropical life has worn off, will complete the stay here of this official host in the distant future. Those who remain, attached to the service, will be tempted by more money than they could make at home, or by some special consideration.

Natives will thus in time almost inevitably fill nearly all of the places for which they may be qualified. The chief places will have enough honor or salary attached to them to make them perhaps desirable to Americans.

Positions requiring professional, technical or scientific skill will doubtless for a long time have American incumbents. At present there are places for stenographers and typewriters, interpreters and translators, customs inspectors and accountants; but even in such places, pay quite as good if not better can be earned in the United States by persons competent in their various lines. England has had much such experience in India as faces the United States here in respect to the civil service. The policy there which encourages native employment has worked so well and has been sustained by so many good reasons that its adoption here, so far as circumstances will permit, follows almost as a matter of course. Examinations to be held in the United States under the Civil Service Commission, for positions in the islands, will not include any for junior grades, because it will not pay Americans to come out to fill them, and doubtless gradually they will become even more restricted as native proficiency develops.

Americans will probably continue to fill for a long time positions which may be reached under the law by promotion. The Insular Treasurer, Insular Auditor, Insular Collector of Customs, Insular Director of Internal Revenue, Insular Director of Posts, Chief of the Bureau of Forestry, Chief of the Bureau of Mines, Superintendent of Public Instruction, and the Members of the Civil Service Board will be Americans for an indefinite period, except that one Member of the Civil Service Board, out of three members, is likely to be a Filipino. The law provides, however, that after 18 months from the time that the Board shall certify that it has a sufficient list of eligibles to supply vacancies, any of these offices may be filled by promotion and without examination from a class to be composed of the first, second and third assistants in the respective departments. As any American may become President, so any Filipino may become a big chief, but for practical purposes, so far

as natives now above ground need concern themselves, one chance is about as long as the other. It may eventually happen that natives will become competent to fill some or all of these positions, but that prospect should bother no one at present.

## METHOD OF PROMOTION.

The basic principle of the service is that of promotion through several grades. Persons once in the service are in the way of improving their condition through efficiency and good conduct. The entrance examination is the only one that will usually be required, the original certificate of eligibility being considered proof of fitness in the first instance, and the recommendation of superiors or the records made in advanced places answering for later purposes. This rule does not bar the Board from ordering examinations for promotion whenever it may see fit.

## H.E. TAO MU ON THE MISSIONARY QUESTION.

The Shanghai *Sin Wan Pao* has published a letter addressed by H.E. Tao Mu, Vice-consul of the Kwang provinces, to the Rev. Timothy Richard. We are indebted to the latter for the following translation of the substance of the letter.

Although I have long heard of you and read the books you have translated, I have not yet had the good fortune to meet you. Your compassion towards my country is well known. You have come from afar desiring to help her in three things, virtue, power and knowledge, and in this your success has been even greater than that of Matteo Ricci and others. You first arrived in Shanghai and Shensi, but later you came to Shanghai to translate books for dissemination throughout the twenty-one provinces, and hundreds of books have thus been translated. In this desire to help my country you are not alone, for all the missionaries from Europe and America love their neighbours as themselves and have come to China with no desire for gain, but purely for benevolent motives. I have received your gift of the first volume of *Heaven's Principles* (translated by Mr. J. L. Reeves, E.D.) and have read it with great profit and look forward to the day when the succeeding volumes dealing with modern history shall be completed. One of the prime needs of China to-day is a vast extension of translation-bureaus. Peace has been made, and schools are about to flourish, and hence more books will be needed. Many are translating Japanese books, but these cannot be as good as the Western books. The Vice-consul of Wu Chang and Ningbo are working with the view and hence their subscriptions in aid of your Society. Although we are now in deep waters trying to pay our indemnities, yet this work of translation is too important to be deferred. I have the opinion Chinese scholars have devoted too much time to the study of antiquity to the neglect of modern times. Antiquity should be reserved for leisure, after our scholars have thoroughly studied the needs and knowledge of to-day. Translation of works on government seem the most pressing at the present time. Thus will our scholars learn the excellencies of Western nations, and the Government may carry out reforms based on those models. Again, we require works on arts and manufactures. All our schools cannot have foreign masters and all our students cannot study Western languages. Hence the necessity of their obtaining translations to open the doors of Western knowledge. Works on Government are for the use of the people. Hitherto our scholars have contented themselves with empty declamation without true knowledge.

The most important matter relating to international intercourse is the propagation of religion. The Christian religion first appeared in China when the Nestorians came from the West in the Tang dynasty. We hear little or nothing of hatred towards the religion until the propagation of religion was made an article of treaty. But since then matters have greatly changed for the worse, and the culmination of hatred was seen in Boxerism and all its horrible fruits.

The Chinese in olden times never had any hatred of other religions. Thus Buddhism has been in China for two thousand years. Only the Confucianist scholars oppose it, but the people are always at peace with the priests, and everywhere they burn incense. Your honorable religion is very sincere in its desire that men should be good. The cause of difference between the people and the foreign religion is not due to the doctrines of those religions. There is another cause which you, sir, ought to examine. At first the propagation of religion and its acceptance by the people was entirely a matter of private persuasion. But after Tao Kuang's time missionary work was extended to the interior and the matter was embodied in Treaties. Trouble between China and the West was altogether on account of commerce, and had nothing to do with religion. Yet, seeing that the wide preaching of the foreign religions was due to the military force which compelled us to agree to the Treaties, the people not unreasonably became suspicious that force was to be used to compel them to enter the foreign religion. This is one cause of the animosity against the churches.

The onetime of the Christian religion in itself are strict and reverential. But I have heard that a preacher is ranked according to the number of his converts; if many, he is regarded as having merited it; if few, he is faulted. There is room for abuse here. If the diligence or laziness of the missionary is gauged by the number of his converts, then he will not take time to distinguish good from bad, and will admit anyone, however bad, for the sake of swelling the number of converts he can report. Hence arises lawlessness in the midst of these wicked men in the church. Here then is an abuse provocative of trouble with outsiders. At first missionaries interfered only with cases affecting the church, but soon they got to interfere with all sorts of matters whether they really concerned the church or not. The missionaries have come from far distant countries and cannot be expected to have a deep knowledge of Chinese affairs. Hence they must depend on the one-side evidence of their own converts in disputes with Chinese officials and they, being to fear of foreigners, frequently decide cases unjustly and the people have reason. Now the really honest citizens who suffer injustice are usually silent, but there are plenty of ruffians who are ready to make this a pretext for rioting the churches. The missionaries think that the exaction of heavy indemnity will act as a warning in future. But the indemnity is paid by the officials and gentry, not by these ruffians, and the gentry and officials had no concern with them. Hence the heavy fine does not have the desired deterrent effect. But instead, the innocent gentry who suffer their wrath against the foreign religions.

The foregoing are four of the reasons of hatred. As to the first, the inclusion in a treaty wrong by force, that cannot now be helped.

and so we may let it pass. But the other three reasons appear to me to be true, and must be reckoned with in future also.

The missionaries have probably heard that Chinese punishments are very severe, and so are unwilling to allow their converts to be liable to these punishments. But these severe punishments are only applied in the case of murderers, robbers, and highwaymen who refuse to confess. But in ordinary cases these are not applied. No cases of their murder against converts are exceedingly rare. You, sir, your long experience in the interior, have probably not heard of a single case of torture in ordinary law-suits. Chinese penalties are heavier than foreign, and cannot without cause be applied to the converts. Hence it is evident that missionaries' interference in law-suits is not due to their fear of converts suffering torture. Some years ago there was indeed official hatred of converts. But now all know that your honorable religion ought to be respected and converts must not be treated unjustly. Hence they rely on influence and are without fear, knowing that no one will venture to offend them. The official's chief anxiety is to have no trouble in his jurisdiction between the people and the church, and it matters little to him whether injustice is done anyone as long as he can show a clean sheet. He cares little if his people suffer at the expense of the church.

The foreign Consuls are constantly asking how it is that the missionaries are so unanimous in their fear that officials treat converts unfairly. This language is exaggerated. There are of course all sorts of people in the earth, good as well as bad. Can it be different in establishing a religion? Good doctrine can always cause men to repent and return to the paths of virtue. Hence religion is a matter of public interest, and there should be no distinction on account of it. If a man believes any religion will love him if he does not, I will love him all the same, for they are all the children of High Heaven. It is a pity he does not believe my religion and so learn to good. But I must not hold him on that account or use force to cause him to believe as I do. This would indeed be contrary to the wish of God, and the teaching of the missionary regarding love to men.

Never the Christian religion is widely propagated without distinction of kingdom and race. But there is a breach between the converts and the non-converts. It would be more in accordance with justice if there were no difference between them. Everything is advanced more easily if time is taken, whereas too great haste would defeat the end in view. Haste produces obstructions. All missionaries should reflect on this principle, and see that not force, but natural growth is best.

The recent troubles are now nearing an end and you, sir, should be invited to go to Peking to assist in the reconstruction. In my opinion your honorable religion stands shoulder to shoulder with the religions of Confucius and Mencius in enlightening the people and bringing happiness to the 400 millions of China. May your desire to see universal peace be speedily gratified! My opinions I now humbly submit to your judgment.

## TSINGTAO AS A SUMMER RESORT.

A "disinterested correspondent" wrote to the *N. C. Daily News* on the 18th inst.:

Tsingtao as a summer resort has not been advertised to a degree commensurate with its fitness, geographical and climatic. This reluctance to advertise must be due to Tautoum modesty, for there is certainly no point on the China coast so beautifully located, and so naturally endowed as a refuge from the discomforts of midsummer as this port. With the open sea on the south-east, the straits and Cape Evelyn opposite the Bund to the south, and the great Kiaschau Bay with its expanse of four hundred square miles stretching away to the west and north, Tsingtao has sea-breezes from all sides except the north-east, where tower the rugged peaks of the sacred mountain Lao Shan, whose summit of 3,000 feet is an altitude of three thousand feet. The island of Tsingtao, west beyond the Bay rises another grand mountain of no mean proportions and in full view from the foreign settlement. Still another prominent peak looms up above the lower hills on the north-east, and rejoices in the newly-acquired name of Prinz Heinrichberg.

All these mountains with their numerous foothills afford a variety of resorts for picnic excursions by land or water, and a short journey from the new settlement enables one to get as nearly out of sight of humanity as is possible in overpopulated China. Nature's efforts on behalf of Tsingtao have these many centuries been thwarted by the unromantic native, who, unlike his Japanese neighbour, sees no other use for shrubbery and grasses than to feed his grumpy coveys. Now that the Germans have instituted a bureau of forestry, and prohibit further devastation by fuel-gatherers, the hills are being re clothed with natural verdure, and where this process has advanced far, the foreground of the park in charge has planted some millions of pinecones and acorns which already manifest in sheets of pleasing green, where before were only brown hillsides. A climb to the top of Signal Hill rewards the sight-seer with a view of land and sea calculated to satisfy the most exacting tourist. Your by year the conditions for residence are more favourable, thanks to the Fatherland's generous policy of supplying graded terraces, capacious lawns, and paths for public walk, and the new future through pipes direct from the distant foothills of Lao Shan (which work is now being rapidly pushed). The great Government park and greater breakwater at the Inner Harbour afford good facilities for handling heavy cargoes, while the splendid new light-house with its flashing electric lamp guides the benighted ship to safe anchorage. Daily trains on the new railway, carry the passengers to the picturesque country, and give the newcomer a glimpse of the Shantung rural scenery. Good hotels afford the transient guest comfortable accommodation as prices that compare favourably with other hostleries in the Orient. Moreover, ice has been an important desideratum, but now that a new ice-factory is just going into operation, the community will no longer be dependent upon the precarious supply of natural ice stored last winter, and now exhausted. Apples, peaches, and grapes of good quality have for years been produced in the surrounding country from roots and cuttings supplied long ago by Dr. Nevius of Chetco. These fruits are not indigenous, as many suppose, but are the result of experiments by the well-known missionary referred to—experiments entirely altruistic and without financial advantage to the experimenter, but now inuring to the benefit of this new port in daily supplies of fresh fruit of foreign varieties.

Let the would-be summer tourist read and ponder.

6,007 NEWSPAPERS RECOMMENDED.  
MACKENZIE & CAMERON'S PRIZE.  
THE NEWSPAPER PRIZE FOR EASY WRITING.  
THE EDITING SCOUTMAN PRIZE, instead of a Quill.  
THE FLYING J PRIZE 200 words per dip.  
1899-1901. WAREHOUSE WORKS, ENTERPRISE.

## THE SOUTH AFRICAN COMPENSATION COMMISSION.

The Berlin correspondent of the *Times* writes:—The Post and the *Berliner Nachrichten* have recently published articles which are manifestly of semi-official origin and which, in the case of the *Nachrichten*, are a sensational "sensationalism." The article in the *Post* consists of a reproduction of the Imperial Law of June 14, 1871, providing for the compensation of those inhabitants of Alsace-Lorraine who had sustained damage to their property in the Franco-German War. The article in the *Berliner Nachrichten* recalls the action of Prince Bismarck in promptly arranging with Lord Salisbury in 1871 to indemnify the owners of British vessels with cargoes of coal which, for alleged strategic reasons the Germans had sunk in the Seine below Rouen. The object of reviving both these cases is to establish a parallel between them and the present claims of German subjects and of other persons whose interests the German Government claims the right to protect in the British South African colonies. One of the articles complains that "an attempt is being made in London, by raising formal difficulties, to place obstacles in the way of the satisfaction of even those claims which are well-founded."

There is manifestly a good deal of feeling about this question of compensation in well-informed German quarters. German popular sympathy remains so steadfastly anti-British that there would not be the slightest difficulty in letting loose a storm of passion like that which raged here for a few weeks after the seizure of German ships by British cruisers. I cannot see that public discussion will do any good during the deliberations of the Commission, but it looks as if there were going to be a good deal of it here. No parallel whatever can be established between the case of the British colliers in 1870 or of the compensation to the inhabitants of Alsace-Lorraine and the claims of Germans or quasi-Germans who have been expelled from British South Africa. The "formal difficulties" are not of British manufacture. They are created by the German contention that there were residents in the former South African Republic who "suffered" as Bismarck used to say of Mr. Bismarck, and had a double nationality—German and Boer. That is no doubt a "formal difficulty," but it is a very serious one, and I have the best reasons for believing that the British Government and the Commission cannot be too careful in dealing with it. It would be extremely easy to let principles be established in this connection which would affect the future of the British colonies generally in a far more serious manner than the payment of large sums as indemnities to former Boer subjects of German origin. The Commission has already stated that it will deal with cases of genuine Germans and others who have suffered hardships. There is, not so far as I know, a single instance in which a German Government has given one penny of compensation to the thousands who have been expelled from German States and from the German Empire during the past 30 years. It is said that there was no harsh treatment in those cases, but this cannot be maintained. Professor Hans Delbrück said at the time that the expulsions of Danes from Schleswig "arid to Heaven," and he was promptly punished and silenced for saying it. Two blacks do not make a white, and the injustice and harshness of expulsions from Germany is no reason why England, who can afford to be generous, should not compensate those who have been treated with undue severity, if there be any such. But that is precisely what the Commission is presently endeavoring to arrange, and it would be a regrettable obstruction of its labors if the question of *subject matters* were to be raised in a persistent way.

To make clear the exact nature of the German contention with regard to *subject matters* I append a translation of a statement, which may be taken as embodying the views of the German Government on the position of those Germans who had acquired citizenship in the former South African Republics.

The German law on the acquisition and loss of citizenship of the German Empire or of a German State (*Reichs- und Landesangehörigkeit*) does not recognize, as English legislation has recognized since 1870, the acquisition of the citizenship of another State as a ground for losing the citizenship of the German Empire or of a German State. The German view of the law on this subject does not, indeed, go so far as the former English view, which denied the right of British subjects to acquire the citizenship of any other State whatever. But the German conception, admitting as it does the possibility of double citizenship to the extent that it regards the individual concerned as still having with reference to the German Empire, rights and duties derived from his continued imperial citizenship (*Reichsangehörigkeit*). From this may be deduced the right, in accordance with international law, to protect citizens of the Empire, at least in so far as their relations to the State of which they may have become subjects by voluntarily acquiring its citizenship are not involved. As against third States (e.g., Great Britain in South Africa) the German Empire will in general be in a position to advance an unlimited claim to protect its rights (*Vertragsrecht*). At the same time, citizens of the German Empire who have acquired the rights of burghers in one of the Boer States and who in that capacity have taken up arms against England may justly be treated by the English as burghers of the Republics and cannot plead their citizenship of the German Empire. If, on the other hand, citizens of the German Empire who did not take part in the war have been expelled by the English from South Africa, it is not permissible, although the population have been sent away without distinction or discrimination, to treat the same persons who were expelled as Germans as if they were merely burghers of the Republics.

The complaints and the claims for compensation arising out of the expulsion of Germans are not directed against the abstract right of England to expel people. That is a prerogative which must be conceded to the Government of Great Britain precisely as it is claimed by every civilized State. The complaints and claims for compensation are based upon the fact that whole classes of the population have been sent away without distinction or discrimination—among them people for whose expulsion there was no reason whatever; and, further, upon the fact that there has been harsh treatment of those who were expelled a treatment with which the procedure in conducting expulsions from the German Empire cannot for one moment be compared.

One of the members of the new Federal Parliament of Australia is a three-times-convicted convict. He was long speaker in the Legislature of his colony. A fellow-member of it tells how he nearly said once "the hon. member's argument carries three-fold conviction to my mind," but stopped in time.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 8.30 a.m. on the 27th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. on the 30th inst.

The C.P.R. steamer *Tartar* arrived at Kobe at 1 a.m. on the 25th inst., and left again at 5 p.m. on the 26th inst. for Shanghai, where she is due to arrive at midnight of the 29th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 28th inst.

The C.P.R. steamer *Empress of Japan* left Yokohama for Vancouver on Friday afternoon, the 26th inst.

The steamer *Richmond Castle* sailed from New York on the 24th instant for Straits, Hongkong, China and Japan.

The C.P.R. steamer *Athenian* left Vancouver on Wednesday afternoon, the 24th inst., for Hongkong via Japanese ports and Shanghai.

The N.Y.K. steamer *Tamba Maru* (European Line) left Singapore for this port on the 25th inst., and is expected to arrive here on the 31st inst.

## EVERYBODY

## WHO

## KNOWS

## ANYTHING

## SAYS

## THAT

## CLUB

## WHISKY

## IS

## THE

## BEST.

\$12 PER DOZ.

## H. PRICE &amp; CO.

Hongkong, 1st July, 1901. [616]

## PIANO TUNING.

IF you VALUE your PIANO at all, you should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are

employed by us.

THE

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901. [1232]

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARKS.

NOTICE IS HEREBY GIVEN that Messrs. JARDINE, MATHESON & CO., of Victoria in the Colony of Hongkong, and elsewhere, Merchants, have on the 1st March, 1901, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS, viz.:

a.—The distinctive device of Nine Dragons; b.—The distinctive device of a Chinese Flag between Flowers and other embellishments, in the name of the said Messrs. JARDINE, MATHESON & CO., who claim to be the sole proprietors thereof.

The TRADE MARKS have been used by the Applicants in respect of the following goods, in the following Class, viz.:—Cotton Yarn in Class 23.

Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 24th day of June, 1901.

DEACON & HASTINGS,  
Solicitors for the Applicants.

[1615]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Solely the Fine Quality

Extra Dry (Green Seal)

LAURENCE WEGENER & CO.,

Sole Agents.

Hongkong, 17th May 1895. [1271]

怡和洋行

YEE SANG & CO.,

COAL MERCHANTS,

have always on hand

LARGEST STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO.,

No. 144, DES VUEUX ROAD. [883]

THE NEED

OF

MUNICIPAL FREEDOM

IN

HONGKONG.

BY

"SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. BURROUGHS & CO., Ltd., 101, Queen's Road, Hongkong, 30th May, 1901. [1886]

## NOTICE OF FIRM

## NOTICE.

THE Business of Messrs. TURNER & CO., in Hongkong, has been transferred to the Underigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

R. CHATTERTON WILCOX.

REFERRING to the above, Mr. HAROLD R. CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

TURNER & CO. [1874]

Hongkong, 25th July, 1901.

## PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30th June, 1901, being at the rate of Twelve per Cent. per Annum, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, Queen's Road Central.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELLTON HOOPER, Secretary.

Hongkong, 9th July, 1901. [1728]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Fifty Cents per Share for Six Months ending 30th June, 1901, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELLTON HOOPER, Secretary, Hongkong Land Investment and Agency Company, Limited, General Agents, The West Point Building Company, Limited.

Hongkong, 9th July, 1901. [1729]

THE HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this Day declared an Interim Dividend for the Half-year ended 30th June, 1901, of Four Dollars per Share.

DIVIDEND WARRANTS, payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, will be issued to Shareholders on MONDAY, the 29th July.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 26th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers. [1818]

Hongkong, 19th July, 1901.

THE TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the Company's Offices, 38 & 40, Queen's Road Central, on TUESDAY, the 30th July, 1901, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, for the period ending 30th June, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to the 28th August inclusive.

JOHN D. HUMPHREYS & SON, General Managers. [1819]

Hongkong, 19th July, 1901.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 13, Bank Buildings, Queen's Road Central, on TUESDAY, the 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive.



## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL.

W. M. DANBY, M. Inst. C.E.  
TO  
6, ICE HOUSE ROAD.  
Hongkong, 29th July, 1901. [1898]

TO LET FURNISHED  
For 2 or 3 months from 1st August.  
27, BELLIOS TERRACE, Top Terrace, fine view of Harbour, back entrance from Conduit Road.  
Apply to—  
J. J. BRYAN,  
Sanitary Board Office.  
Hongkong, 29th July, 1901. [1898]

TO LET  
TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, No. 72.  
APPLY ON THE PREMISES.  
Hongkong, 29th July, 1901. [1897]

FURNISHED ROOM TO LET, Privately, with or without Board, in a pretty house in Kowloon.  
Reply—  
M. N.,  
Care of Daily Press Office.  
Hongkong, 29th July, 1901. [1898]



## WANTED.

AN EXPERIENCED MAN as SUPERINTENDENT of the ARMY SERVICE CORPS BAKERY. Must have a knowledge of Accounts and general Clerical duties.  
Further particulars can be obtained on application to Major E. T. BOTTANSHAW, A.S.C., Head-Quarter Office, Fletcher Street, between the hours of 10 and 1 P.M.  
Hongkong, 29th July, 1901. [1899]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FRASER LODGE, Zetland Street, on THURSDAY, the 1st August, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 29th July, 1901. [1900]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship  
"THALES."  
Captain Robson, will be despatched for the above port TO-DAY, the 29th inst., at 2 P.M. For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 29th July, 1901. [1901]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND MOJI.

THE Company's Steamship  
"LAISANG."  
Captain Geo. Payne, will be despatched for the above port TO-MORROW, the 30th inst., at DAY-LIGHT.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 27th July, 1901. [1892]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship  
"HALLOONG."  
Captain Bathurst, will be despatched for the above port TO-MORROW, the 30th inst., at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO.,  
General Managers.  
Hongkong, 29th July, 1901. [1902]

FOR NAGASAKI AND VLADIVOSTOK.

THE Steamship

"DAPHNE."  
Captain Nissen, will be despatched for the above port TO-MORROW, the 30th inst., at 3 P.M. This Steamer has superior accommodation for First Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 27th July, 1901. [1893]

THE HONGKONG WEEKLY PRESS is

now ready and contains—  
Leading Articles—  
China's Foreign Trade in 1900.  
The Court and Peking.  
Canton in 1900.  
French Indo-Chinese Railways.  
Prince Chun's Visit to Hongkong.  
The Shanghai Garrison.  
The Crisis: Telegrams.  
Prince Chun in Hongkong.  
Hongkong Sanitary Board.  
The Plague.  
The Canton River Raised.  
The Salaries of Subordinate Government Officers.  
Discontent in the Police Force.  
Disastrous Fire in Queen Victoria Street.  
Sea Power in the Far East.  
Peking.  
Wuchow.  
Northern Notes.  
Correspondence.  
The Straits Settlements in 1900.  
Great Eastern and Caledonian Gold Mining Company, Limited.  
Supreme Court.  
Branch of Arms Ordinance.  
Civilian Club Concert.  
General Chamber's Report.  
Water Return.  
Are we at the end?  
The Straits Settlements in 1900.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable to advance, postage, 3s.  
Extra copies 30 cents each (cash).  
Copies can be posted from the Office to addresses sent, including postage, 24 cents each, or \$1 for three copies (cash).  
Hongkong, 27th July, 1901.

## NEW ADVERTISEMENTS

THEATRE ROYAL,  
CITY HALL,  
GRAND OPENING NIGHT.  
TO-MORROW NIGHT.

AUSTRALIAN VAUDEVILLE  
AND  
SPECIALTY COMPANY.

## PROGRAMME

PART I.  
Overture—Intermezzo—"Salome" Orchestra.  
On this End—Mr. W. H. HOBLEY.  
Mr. SAM ROWLEY.  
Mr. W. H. HOBLEY.  
Opening Chorus—"Belle of New York"  
By the COMPANY.  
Ballad—Mr. W. F. CULLEN.  
"Soldiers in the Park"  
Série Comique—Miss ANNIE MOORE.  
"Doreen"  
Ballad—Miss BEATRICE WARDE.  
"All Cows Look Alike"  
End Song—Mr. SAM ROWLEY.  
"Mashing the Band"  
Série Comique—Miss PRISCILLA VERNE.  
"Funiculi"  
Operatic—Miss JESSIE FORDE.  
"Ever and Ever"  
Waltz Song—Miss RUBY MOORE.  
"My Anna Lisa"  
End Song—Mr. W. H. HOBLEY.  
"One at a Time"  
Série Comique—Miss VIRGIE ROSSER.  
"Richmond Goma"  
Specialty—SISTERS LINWOOD.

PART II.  
Entr'acte—March "A Francesca" Orchestra.  
The Popular Conjuror and Ventriloquist, Prof. W. A. DAVIS in his Original Ventriloquial Entertainment, "Funny Folks."  
The Dainty Young Serp and Dancer, Miss VIRGIE ROSSER, in her latest success.  
The Eminent Baritone, Mr. W. F. CULLEN—"Lads in Navy Blue."  
Now comes Miss PRISCILLA VERNE—"Sally's Wedding Day," "Keep a Man at Home," "You know the Girl I Mean."  
The Little Man with a Big Voice, Mr. SAM ROWLEY—"Parodies and Squibs," "Barbaric Juggling."  
Operatic Sketch by ANNIE MOORE and JESSIE FORDE—"Bacchus."  
The South African Leaper and Tumbler, Mr. W. H. HOBLEY—"Exhibition of Leaping and Tumbling."  
The Charming Duo, SISTERS LINWOOD—"Lover's Lane."  
Our Popular Soprano, Miss BEATRICE WARDE—"Because."

Concluding with the Sparkling Farce Comedy "THE RIVAL LOVERS"

CAST.  
Miss P. VERNE  
Mrs. O'SHEANAGAN  
Miss ANNIE MOORE  
Mrs. LOWDERWASSER  
Miss VIRGIE ROSSER  
Mr. W. H. HOBLEY  
Mr. W. F. CULLEN  
Mr. O'SHEANAGAN  
Mr. SAM ROWLEY  
FRITZ LOWDERWASSER  
Mr. SAM ROWLEY

NOTE.—A Special Train will leave every night ten minutes after fall of curtain.

BOX PLAN AT ROBINSON PIANO CO.

Doors Open 8 P.M. Overlure 9 P.M.  
PRICES.  
Box Seats, \$3, \$2, \$1.  
Soldiers and Sailors in Uniform Half-Price to \$2 and 51 Seats.

Mr. J. FRANK FINLAY, Business Manager.  
Mr. W. H. BROWN, Representative.  
Hongkong, 29th July, 1901. [1905]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions from the Vendors to Sell by Public Auction in SIX LOTS.

VALUABLE LEASEHOLD PROPERTY.  
Situate at Yau-matsee in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 280, 281, 282, 283, 284 and 285.

on MONDAY,

the 12th day of August, 1901, at 3 P.M., on the Premises.

The following is a description of the Property—  
Lot 1. All that Piece or Parcel of Ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 280 together with the Messuage or Tenement thereon known as No. 11, Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.  
Lot 2. All that Piece or Parcel of Ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 281 together with the Messuage or Tenement thereon known as No. 13, Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.  
Lot 3. All that Piece or Parcel of Ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 282 together with the Messuage or Tenement thereon known as No. 15, Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.  
Lot 4. All that Piece or Parcel of Ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 283 together with the Messuage or Tenement thereon known as No. 17, Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.  
Lot 5. All that Piece or Parcel of Ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 284 together with the Messuage or Tenement thereon known as No. 19, Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.  
Lot 6. All that Piece or Parcel of Ground situate lying and being at Yau-matsee aforesaid registered in the Land Office as Kowloon Inland Lot No. 285 together with the Messuage or Tenement thereon known as No. 21, Reclamation Street, Yau-matsee. Area 750 square feet. Annual Crown Rent \$10.  
All the above 6 Lots are held from the Crown for the term of 75 years.  
For further Particulars and Conditions of Sale, apply to  
JOHNSON, STOKES & MASTER,  
Solicitors for the Vendors,  
or to  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 29th July, 1901.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. POWELL to sell by Public Auction, on SATURDAY, the 3rd August 1901, at 2.30 P.M., within her Residence, No. 7, Cairns Road, the following VALUABLE HOUSEHOLD FURNITURE, &c., &c.

TAPESTRY COVERED DRAWING-ROOM SUITE, TEAKWOOD SIDEBOARD, Double and Single IRON BED-STEADS, OVERMANTLES, TEAKWOOD WARDROBE with GLASS, BLACKWOOD CABINETS, TEAKWOOD EXTENSION DINING TABLE, BOOK CASES, PICTURES, VASES, &c., &c.

Also  
One COTTAGE PIANO, 1 BICYCLE and 1 TRICYCLE.  
Terms—As usual.  
View from 1st August.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 29th July, 1901. [1904]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"  
Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
The Steamer is installed throughout with the Electric Light.  
A Stowage and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 29th July, 1901. [1894]

PEAK CLUB.

THE ANNUAL GENERAL MEETING will be held at the CLUB PREMISES, TO-DAY (MONDAY), the 29th JULY, 1901, at 6 P.M.

OSWALD D. THOMSON,  
Hon. Secretary. [1843]

JUST RECEIVED.

ANOTHER Consignment of CIGARS (LONDON, HIGH LIFE, R. VICTORIA N.P.W., PANAMA, &c.) from the celebrated "German" Factory, for which we are Sole Agents in Hongkong.  
Attention of Shippers, Captains, Parsons, &c., is respectfully called to Price and Quality.  
T. M. STEVENS & CO.,  
1, Duddell Street.  
Hongkong, 23rd July, 1901. [1851]

CONTRACT FOR COALING LABOUR AND JUNKS.

TENDERS are invited for the SUPPLY of COALING LABOUR and JUNKS to the Naval Yard for the Twelve Months ending 31st July, 1902, and will be received by the Commodore-in-Chief up to Noon, on TUESDAY, 30th inst.

Forms of Tender and all particulars can be obtained on application to the NAVAL STORE OFFICER, Naval Yard.  
The Firm whose Tender is accepted will be required to give satisfactory security in the sum of ten thousand dollars.  
A deposit of one hundred dollars will be required with each Tender, to be returned if the Tender is declined.  
Hongkong, 27th July, 1901. [1887]

AN ACKNOWLEDGMENT.

WE, the undersigned Chinese passengers, of the A.L. steamer "Mipone" desire to express our deep gratitude for the kind treatment we received from Captain Constantino Matevich and his chief officer, Tigris Martinovich, and also in particular for the consideration shown in not burying at sea a Chinese passenger named Ho Sau Cheung, who died during the voyage. The action was greatly appreciated by the Chinese, who hold their dead in very high estimation.  
We beg to publish these few lines as an acknowledgment of our heartfelt gratitude.  
TING SAN SANG,  
&c., &c., &c.  
Hongkong, 24th July, 1901. [1859]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 58.

HIGH ISLAND BARRIER, BLENHEIM PASSAGE.

NOTICE IS HEREBY GIVEN that owing to the South Gate at the High Island Barrier, having been carried away by a steamer colliding with it, the Green Light is now shown from the mast-head of a small junk, moored as near as possible in the same position as the former Light.  
Approved,  
F. A. MORGAN,  
Commissioner of Customs.  
Custom House,  
Canton, 22nd July, 1901. [1866]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE

Also POOCHOW LACQUERED WARE

FURNITURE on HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1145]

C. E. WARREN,

BUILDING CONTRACTOR,

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED

and FIXED DRAINS, TRAPS,

WASTE PIPES, &c., CLEANSED and

REPAIRED. Sanitary Board Notices receive

prompt attention. Agent for MORRIS

TILES. Prices on Application. [1903]

## AUCTIONS

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT will Sell by Public Auction, TO-DAY (MONDAY), the 29th day of JULY, 1901, at 3 o'clock P.M., at his Sales Room, Duddell Street (By Order of the Mortgagee), the following

VALUABLE LEASEHOLD PROPERTY Situate at Victoria, Hongkong, now registered in the Land Office as the Remaining Portion of Section C of Inland Lot No. 90, together with all the Messuages, Erections and Buildings thereon known as No. 73, Hollywood Road.

For Particulars, apply to  
S. W. TSO,  
Vendor's Solicitor,  
39, Queen's Road Central, Hongkong; or  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 29th July, 1901. [1826]

GOVERNMENT NOTIFICATION.

No. 386.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 29th day of JULY, 1901, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 13th July, 1901. [1848]

Particulars and Conditions of the letting by Public Auction, to be held THIS DAY (MONDAY), the 29th day of JULY, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Queen's Road East, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements				Contents in Square Feet	Annual Rent	Upset Price
		N.	S.	E.	W.			
1	Inland Lot No. 1,640	40'	50'	15'	12'	750	10	750

Public Auction.

THE Undersigned has received instructions from FUNG WA CHUEN, Esq., to Sell by Public Auction, TO-DAY (MONDAY), the 29th July, 1901, at "THE CASTLE," Castle Road,

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE,

and

A COLLECTION OF FINE CHINESE PORCELAIN AND BRONZES

FROM MING TO LATER DYNASTIES.

Comprising—  
BLUE and WHITE HATHORN and FIGURED VASES and BOWLS, Five COLOURED and RED and WHITE VASES and BOWLS, BRONZE VASES and INCENSE BURNERS.

TEAK SIDEBOARD with MIRROR, DINING TABLE, DINING WAGONS, CHIFFONIER, POOCHOW LACQUERED TABLES, MARBLE MANTEL CLOCKS, TIENTSIN CARPETS, SKIN RUGS, CANTON BLACKWOOD STOOLS and TABLES, ELECTRO-WARE, &c., &c.; FINE BEDSTEAD, ASH BED-ROOM SUITE, TEAK WARDROBES, MIRRORS, EASY CHAIRS, &c., &c.;

Also  
2 PEACOCKS, with AVIARY.

2 DEER.

3 TURKEYS.

On View from Sunday, the 28th July.

Catalogues will be issued.

Terms—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 26th July, 1901. [1880]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th July, 1901, at 2.30 P.M., at his Sales Room, Queen's Road, the following

TWEED, SERGE and FLANNEL in Suit Lengths.

GENT'S WHITE and COLOURED SHIRTS, OXFORD SHIRTS, DUST-COATS and BOOTS, RAIN-COATS, LADIES' DRESS MATERIALS of different kinds, SILK RIBBONS, &c., UMBRELLAS and BLANKETS.

GENT'S BOOTS, SHOES and SLIP-PEES, HATS.

HAND-BAGS and CABIN TRUNKS, &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,  
Auctioneer.

Hongkong, 27th July, 1901. [1858]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, the 31st JULY, at Noon, at the Hongkong and Kowloon Godown Co.'s Godown, No. 25 (FOR ACCOUNT OF THE CONCERNED), about 60 Tons of JADOO (The Well-Known Australian Fertiliser) in Lots to suit purchasers.

TERMS.—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 27th July, 1901. [1886]

CARTRIDGES! CARTRIDGES!

JUST LANDED—NEW STOCK of

ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE

KILLED SHOT.

20 BORE CARTRIDGES.

16 "

12 "

10 "

8 "

Wm. SCHMIDT & CO.,  
Gunsmiths.

Hongkong, 2nd January, 1901. [1213]

## BANKS.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed in "FIXED DEPOSIT" at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 4th October, 1900. [23]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

STERLING RESERVE.....\$10,000,000

SILVER RESERVE.....\$10,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

B. SHERRIN, Esq., Chairman.

Hon. J. J. BELL IRVING, Deputy Chairman.

A. Haupt, Esq., H. Schubert, Esq., N. A. Slade, Esq., A. J. Raymond, Esq., H. W. Slade, Esq., R. L. Richardson, Esq., H. E. Tomkins, Esq., Paul Witkowski, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.

MANAGER: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON, Chief Manager.

Hongkong, 4th June, 1901. [24]

## HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP.....\$1,000,000

RESERVE FUNDS.....\$125,000

Directors: J. S. VAN BUREN, Esq., C. EWENS, Esq., C. S. SHARP, Esq., H. W. SLADE, Esq., HO TUNG, Esq.

General Managers: Messrs. JOHN D. HUMPHREYS & SON.











# VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		Due
FROM	STEAMERS	
GLASGOW and LIVERPOOL	"DOMENEUS"	On 7th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL	"ATLAS"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYREHUS"	On 4th September.

HOMEWARDS.		TO SAIL.
FOR	STEAMERS	
LONDON	"DEUCALION"	On 6th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL Direct	"PATROCLOS"	On 15th August.

Hongkong, 17th July, 1901.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	"WOOSUNG"	On 31st July.

MANILA	"SUNGKIANG"	On 3rd August.
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\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 20th July, 1901.

# THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 17th July, 1901. [19]

# INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"CHELYDRA," Captain Cox, will be despatched as above on WEDNESDAY, the 31st inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 25th July, 1901. [1872]

# THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 3rd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office, until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 22nd July, 1901. [1]

# CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"S.S. 'STRATHGYLE'" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOLE KOBÉ and YOKOHAMA on or about 15th September. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 16th July, 1901. [14]

# TOYO KISEN KAISHA, LIMITED.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	About SUNDAY, the 4th August, 1901.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Aug. 24, 1901, at DAYLIGHT.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Sept. 17, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on or about SUNDAY, the 4th August, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 5th July, 1901. [5]

# THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 25th July, 1901. [18]

## VESSELS ON THE BERTH.

# U. S. MAIL LINES.

# PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Navy and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchants' Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th July, 1901.

# REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON"	About 15th Aug.
"HEATHBURN"	"
"JUPITER"	"
"MOUL"	"
"KURDISTAN"	"
"SATSUMA"	"
"LENNOX"	"

For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 24th July, 1901. [1739]

# SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above port on or about 5th August, and will be followed by the Steamship "ATAKA" on or about 15th September.

For Freight, apply to SHEWAN TOMES & CO., Agents. Hongkong, 22nd July, 1901. [1283]

# PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with.

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDRAVELL," "INDRAPURA," and "KNIGHT COMPANION."

between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for Portland (Or.) on or about 10th August, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight, and further information, communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN TOMES & CO., Agents. Hongkong, 19th July, 1901. [1824]

# NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service between CAPE POINTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

# THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE

Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"YANGTSE," 6,457 Tons, Commander H. J. Allen, is due here on 6th August, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 20th July, 1901. [1825]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,

having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior of the U.S.A. to the Orient.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE &amp; CO., General Western Agents, Seattle; or to GEO. SUTHERLAND, General Agent for the East, Shanghai.

JARDINE, MATHESON &amp; CO., Agents. Hongkong, 25th July, 1901. [1824]

FOR NEW YORK.

THE 3/3 A.I. American ship

"I. P. CHAPMAN," shortly expected here from KOBÉ, will load for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & CO., Agents. Hongkong, 2nd July, 1901. [1667]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ABERDEON APCAR, British str., E. Fey—David Sassoon, Sons &amp; Co.

GUTHRIE, British str., W. G. McArthur—Gibb, Livingston &amp; Co.

L. SCHREFF, American ship, C. S. Kendall—Carlowitz &amp; Co.

SEA WITCH, American ship, Howes—Master

## VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, BOMBAY, PORT SAID, PUEBLO AND TRIESTE.

(Taking Cargo at through rates to the BRASIS, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MELFOMENE,"

Captain Matcovich, will be despatched as above on TUESDAY, the 6th August, P.M.

For information as to Freight, apply to SANDER, WIELER &amp; CO., Agents. Hongkong, 26th July, 1901. [6]

FOR NEW YORK.

THE 3/3 A.I. American Ship

"MANUEL LLAGUNO" will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN TOMES &amp; CO., Agents. Hongkong, 11th July, 1901. [1768]

FOR NEW YORK.

THE 3/3 A.I. American ship

"L. SCHEPP" Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to CARLOWITZ &amp; CO., Agents. Hongkong, 18th July 1901. [1414]

NOTICES TO CONSIGNEES

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXANDRIA," Captain Rádon, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office. Hongkong, 22nd July, 1901. [1846]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 27th instant will be landed at Consignees' risk and expense into Godowns at East River.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; CO., General Managers. Hongkong, 24th July, 1901. [1871]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; CO., LD., Agents. Hongkong, 25th July, 1901. [11]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st August will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd August.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE, Agents. Hongkong, 25th July, 1901. [15]

SIEN TING.

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, 23rd September, 1891. [832]

QUAN WAH &amp; CO.,

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS &amp; PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [1788]

NOTICE.

THE OFFICES of the Undersigned will be REMOVED to NEW VICTORIA HOTEL BUILDINGS, Corner Queen's Road and Ice House Street, on the 1st AUGUST.

GODDARD &amp; DOUGLAS. Hongkong, 15th July, 1901. [1778]

# HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home Work.

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KANG ON.

Contractor; 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.

Mechanics engaged, Estimates given

CHEMISTS, DRUGGISTS, &amp;c.

THE VICTORIA DISPENSARY.

Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE &amp; CO., Established



